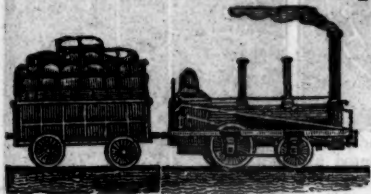


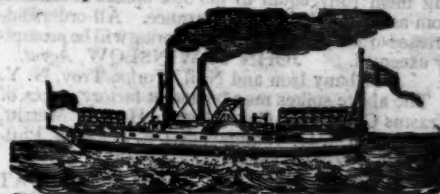
Engineer's Office

AMERICAN RAILROAD JOURNAL, AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,
AND MINES.



ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I, No. 49.]

THURSDAY, DECEMBER 4, 1845.

[WHOLE No. 492, VOL. XVIII.]

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

RATES OF ADVERTISING.

One page per annum.....	\$125 00
One column ".....	50 00
One square ".....	15 00
One page per month.....	20 00
One column ".....	8 00
One square ".....	2 50
One page, single insertion.....	8 00
One column ".....	3 00
One square ".....	1 00
Professional notices per annum.....	5 00

ENGINEERS and MACHINISTS.

J. F. WINSLOW, Albany Iron and Nail Works, Troy, N. Y. (See Adv.)
TROY IRON AND NAIL FACTORY, H. Burden, Agent. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Patterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia, Pa. (See Adv.)
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
NEWCASTLE MANUFACTURING COMPANY, Newcastle, Del. (See Adv.)
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & Co., South Boston Iron Company.
SETH ADAMS, Engineer, South Boston, Mass.
STILLMAN, ALLEN & Co., N. Y.
JAS. P. ALLAIRE, N. Y.
H. R. DUNHAM & Co., N. Y.
WEST POINT FOUNDRY, N. Y.
PHENIX FOUNDRY, N. Y.
R. HOE & Co., N. Y.
ANDREW MENEELY, West Troy. (See Adv.)
JOHN F. STARR, Philadelphia, Pa.
MERRICK & TOWNE, do.
HINCKLEY & DRURY, Boston.
C. C. ALGER, Stockbridge Iron Works, Stockbridge, Mass.
BALDWIN & WHITNEY, Philadelphia, Pa.

IRON MERCHANTS and IMPORTERS.

DAVIS, BROOKS & Co., N. Y. (See Adv.)
A. & G. RALSTON & Co., Philadelphia, Penn. (See Adv.)
THOMAS & EDMUND GEORGE, Philadelphia. (See Adv.)

W. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—

As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendent,

A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.



JAMES ELLIOTT, Sup. Motive Power,
W. L. ASHMEAD, Agent.

PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed.

JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.
The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. ja45

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand.

ja45

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

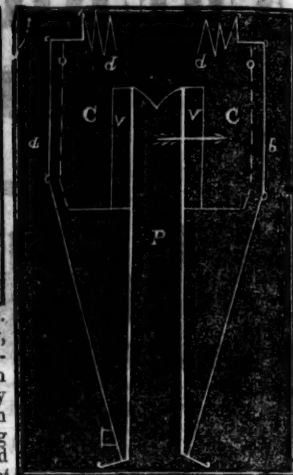
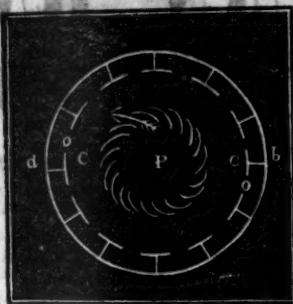
E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendent Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendent Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

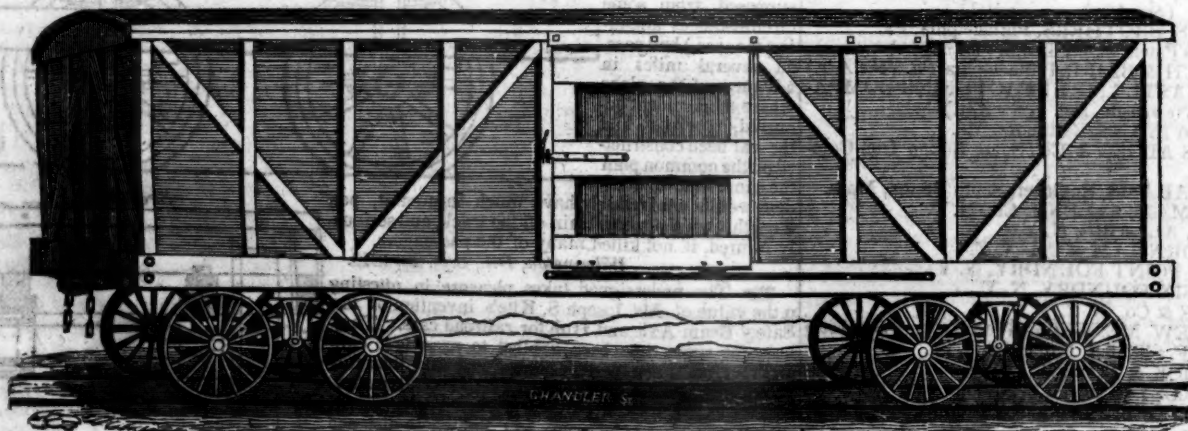
.. The letters in the figures refer to the article given in the Journal of June, 1844.

ja45



BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They also furnish Snow Ploughs and Chilled Wheels of any pattern, and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually executed and forwarded to any part of the country! Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
by **A. & G. RALSTON**
Mar. 20th 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.
ANDREW C. GRAY,
ja45 President of the Newcastle Manuf. Co.

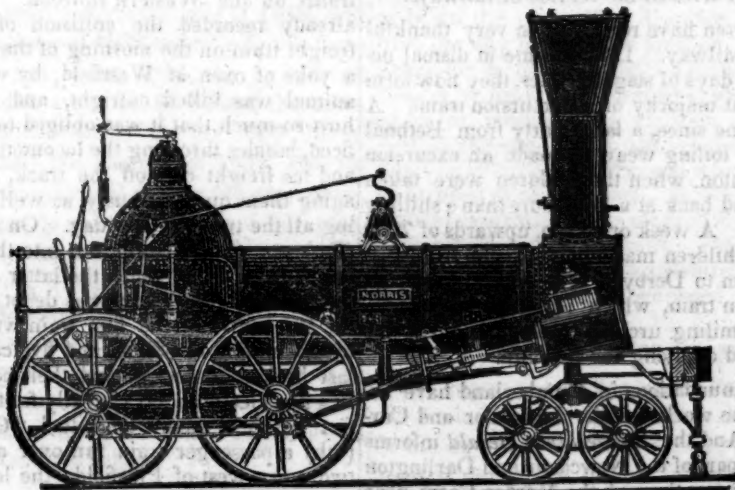
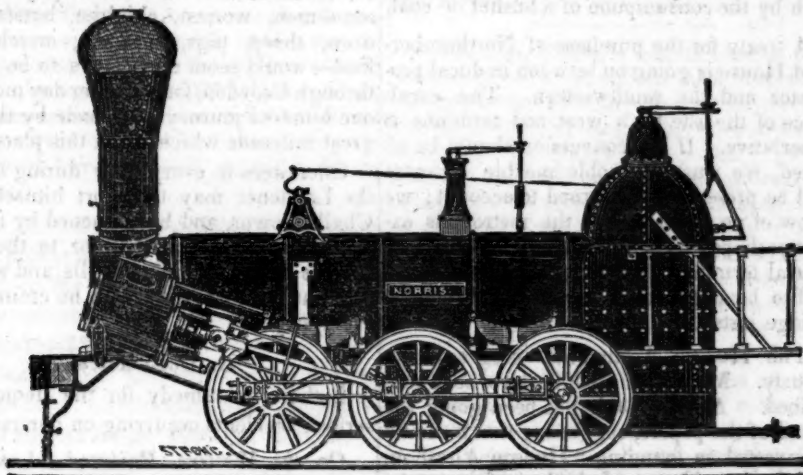
CUSHMAN'S COMPOUND IRON RAILS.
etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc.—respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Companies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

NORRIS' LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.



MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1	15 inches Diameter of Cylinder,	× 20 inches Stroke.
2	14	"	× 24 "
3	14½	"	× 20 "
4	12½	"	× 20 "
5	11½	"	× 20 "
6	10½	"	× 18 "

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 24 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T. L., and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FRAMES.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets,
PHILADELPHIA.

RAILROAD IRON.—THE MARYLAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.

WILLIAM YOUNG,
President.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of *Biluminous Coal and Iron Ore*, of the first quality, at Ralston, Lycoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer.

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x33 feet, with lathes, work benches, &c.

Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

Blacksmith shop, 49 feet long by 20 feet wide.

For terms, apply to **HENRY ANDREWS,** 49 State st., or to **CURTIS, LEAVENS & CO.,** 106 State st., Boston, or to **A. & G. RALSTON & CO.,** Philadelphia. ja45

CYRUS ALGER & CO., South Boston Iron Company.

London, Central Railway Terminus.—We have more than once spoken of the great convenience which would result from bringing as near to one point as possible the terminus of the different railroads in cities and large villages. We have always felt that *travelers* and *freight* should have as little trouble as possible in getting from one depot to another. Railroads are designed to transport persons and things for which the owners of the railroad are to be *paid*, and those who *pay* for this service ought *first* to be accommodated, rather than the people who happen to live in the cities and towns, and keep a hotel, or drive a carriage, cart or omnibus. Hotels, carriages, and carts are supposed to be brought into use to be employed by those who *need*, or *desire* their services, not to oppress those who do not want them, as it would seem to be supposed in some places we could name. And by forming central, or joint stations where it can be done—and it can be done almost anywhere if in London—much inconvenience and especially to females who travel alone, and persons not accustomed to travel, would be avoided.

By the following statement it will be seen that they are endeavoring to effect this desirable object in London as well as in other cities and towns in England.

"At the court of common council, on Thursday, the question of the central grand terminus, suggested to the lord mayor elect, the presentation of a petition from the directors of Direct London and Manchester railway company (Rastrick's line,) for leave to purchase the Farringdon market for a great central terminus. The petition was presented by Mr. King, and duly seconded."

A company, with a capital of 300,000*l.* for establishing iron works, has been formed under the title of the "Swansea and Dulais railway company" for the manufacture of rails and merchant iron. Messrs. Manby and Brothers, engineers.

Thames Tunnel Railway.—Negotiations are on foot, says the Railway Record, of 15th Oct., between the directors of the Thames Tunnel and a party of capitalists, headed by a gentleman most favorably known in the railway world, for the purchase of the tunnel, with the view of carrying a railway direct from the junction of the Eastern Counties' and Blackwall lines, to a point on the Greenwich line, whence the Croydon, Brighton and Dover lines diverge.

Railways in Spain.—The Madrid Gazette mentions the arrival of Mr. Brunel at Madrid with a party of English engineers to carry on the works of the north of Spain.

Canals into Railroads.—"A meeting," says the Record, "of the proprietors of the

Monmouth canal was held at Newport, on Friday last for the purpose of contracting to sell the same; and resolutions were adopted for carrying out the object of the meeting."

L'Epagne, a newly established French paper, says the Record, remarking on the subject of the impossibility of competition between canals and railways, a question on which our French neighbors are not yet quite decided, points to the movements in England as decisive.

Cornish Engines.—The number of pumping engines reported this month is 36. They have consumed 2,448 tons of coal, and lifted 52,000,000 tons of water 10 fathoms high.—The average duty of the whole is therefore 63,000,000 lbs. (23,606 tons) lifted one foot high by the consumption of a bushel of coal.

A treaty for the purchase of Northumberland House is going on between its ducal proprietor and the southwestern. The excellence of the site for a west end terminus is superlative. If the conversion should be effected, we trust the noble marble staircase will be preserved and turned to account; we know of no equal to it in the metropolis except perhaps that at Sutherland House. The central terminus, baffled at Hungerford, are said to be negotiating for leasing Waterloo Bridge instead.

The Hudson Testimonial progresses fitmously. More than 15,000*l.* have been subscribed. A paragraph has been going the round of the papers, suggesting that it should be invested in founding "Hudson Almshouses" for the widows and children of those who lose their lives in the service of railways.

Children have reason to be very thankful for the railway. Left at home in dismal neglect in days of stage coaches, they now form the great majority of all excursion trains. A short time since, a large party from Bethnal (of hard toiling weavers) made an excursion to Brighton, when the children were taken there and back at a little more than a shilling a head. A week or so ago, upwards of 7000 school children made an excursion from Birmingham to Derby. We rarely hear of an excursion train, which is not partly composed of smiling urchins, packed as closely as pigs, and enjoying the rare fun.

The inundations in Cumberland have arrested the works on the Lancaster and Carlisle. And the *Sunderland Herald* informs us that part of the Newcastle and Darlington which passes through the Morden Carrs, near Aycliffe, has for an entire week been covered with water. The long and heavy trains could scarcely move, and the merchandize train actually could not proceed, and had to be drawn on by another powerful engine.

The earliest railway for public traffic in England, says the Railway Chronicle, was one passing from Merstham to Wandsworth, through Croydon; a small single line, on which a miserable team of lean mules or donkeys, some thirty years ago, might be seen crawling at the rate of four miles in the hour.

with small trucks of stone and lime behind them. It was commenced in 1801, opened in 1803, and the men of science of that day—we cannot say that the respectable name of Stephenson was not among them—tested its capabilities, and found that one horse could draw some 35 tons at six miles in the hour, and then, with prophetic wisdom, declared that railways could never be worked profitably. The old Croydon railway is no longer used. The *genius loci* must look with wonder on the gigantic offspring of the little railway which has swallowed up its own sire. Lean mules no longer crawl leisurely along the little rails with trucks of stone, through Croydon, once perchance during the day, but the whistle and the rush of the locomotive, and the whirr of the atmospheric, are now heard all day long. Not a few loads of lime, but all London and its contents, by comparison—men, women, children, horses, dogs, oxen, sheep, pigs, carriages, merchandize, food—would seem now-a-days to be passing through Croydon, for day after day more than one hundred journeys are made by the three great railroads which reach this place.

Oftentimes in every hour during daylight the Londoner may transport himself to the Chalk Downs, and be freshened by the pure breezes of Duppers Hill, or to the sandy heights of the Addington Hills, and scent the fragrant wild thyme which he cratches at every step.

Railroad Accidents.

Is there no remedy for the frequent and serious accidents occurring on our railroads?

On the Western Railroad.—Last week was certainly a very unlucky one with the trains on the Western railroad. We have already recorded the collision of the first freight train on the morning of the 7th, with a yoke of oxen at Westfield, by which one animal was killed outright, and the other hurt so much that it was obliged to be sacrificed, besides throwing the locomotive, tender and ten freight cars off the track, and damaging them quite seriously, as well as delaying all the trains of the day. On Saturday, (8th) one freight train ran into the rear of one forward of it, while the latter was stopping at the Chester Factories depot, by which the locomotive of the first train was injured to the amount of \$2000, and five cars of the last broken to pieces, and their contents of live hogs let loose too violently for their comfort. Five of them were killed. On Friday (7th) a passenger train ran over and killed two cows west of Pittsfield; the locomotive was not injured nor the train thrown off; and on the same day a flock of sheep were run into by another train, and some twenty or more killed. Quite a slaughter house, truly! including the ox run over and killed on the Friday previous (Oct. 31st,) last week's work would sum up: three oxen, two cows, five hogs, and sheep too numerous to mention, without saying anything about the locomotives, cars and freight, smashed up, all of which somebody must pay for. Most fortunately no person was hurt by either accident. —*Springfield Republican.*

On the Providence Railroad.—The steam-boat train via Stonington was thrown off the track of the Providence railroad, at Sharon on Saturday morning, in consequence of a switch being misplaced. The locomotive was driven, with great violence, into a sand bank; and the baggage crates, and one or two passenger cars badly broken. Fortunately no one was seriously injured, though the engineer and fireman received some severe bruises. It is supposed that the switch was altered some time during the night; but whether by accident or design, is not known.—*Atlas.*

"James River Canal.—It is estimated, says the Richmond Enquirer, that the reduction in the rates of tolls, at the commencement of the present year, was such, that if the tonnage had remained the same, the receipts would have been reduced about 22,000 dollars. Nevertheless, it turns out that the receipts from tolls, for the last twelve months have exceeded those of the twelve months previous, by upwards of 9,000 dollars. These two sums amount to about one-sixth of the receipts of the last year. Consequently the trade must have increased one-sixth during the year."

Such has been the uniform tendency on all the public works in this country, and especially on the New York canals, as will be seen by referring to a statement in this Journal, number 35 for August 28th. In 1832 the up tolls on the Erie canal were \$5 08½ on 1000 lbs. of merchandize from Albany to Buffalo and \$2 54 on 1000 lbs. of flour, or provisions from Buffalo to Albany, whereas in 1845, this year, they are \$3 26½ up, and \$1 62½ down and yet the tolls of 1845, will be double those of 1832 and even double those of 1837—next year, 1846, the up tolls on merchandize are to be \$2 36 and the down tolls on provisions \$1 35½ per 1000 lbs. or just one-half the charges of 1832, and we shall be disappointed if with ordinary crops, the receipts do not equal those of this year. Yet, notwithstanding these and numerous other proofs, which he who runs may read, we see the managers of some of our most important lines exacting rates of freight and fare which are truly oppressive. It is much to be desired that they should learn wisdom in this matter and as much for their own interest as for the interest of others.

Raleigh and Gaston Railroad.—It appears by the following from the Raleigh Register that governor Graham has determined to go in his bid to the maximum amount for the Raleigh and Gaston road.

"Governor Graham has returned from his examination of the Raleigh and Gaston railroad. He was accompanied to Gaston by the public treasurer, by George W. Mordecai, Esq., the temporary president of the company, John D. Hawkins, Esq., of Franklin, one of

the directors, and Mr. Holister, superintendent of the road. We are gratified to learn that the governor found the road, excepting the section between Raleigh and Forestville, on which workmen are now operating, in much better condition than he had expected; and that, after a personal survey of almost the whole track, and the depots, aqueducts, and noble bridges of the company, and on the inspection of the reports of its income for the past two years, made to the court of equity of Wake, he determined without hesitation, as the agent and representative of the state, at the sale of the company's property, to be made on the 29th of December next, to bid the maximum amount prescribed in the act of the general assembly at the last session, viz: \$300,000, and the interest accrued thereon since the bonds for this amount, endorsed by the state, were issued—which will be in all about \$381,000.

"The City of Macon and the Central Railroad.—A very numerous and respectable meeting of our citizens was held at the court house on Monday last, to adopt measures to counteract the efforts now making by the Central railroad company, to procure an amendment of their charter authorizing them to construct a road from some point in Bibb county, to a point on the Chattahoochee, at or near Columbus. There was a unanimous expression of opinion in opposition to this scheme, as one ruinous to the interest of Macon. Our people are all of one way of thinking on this point. They will not permit a junction of any road on the west side of the Ocmulgee, with the depot on the east side, within their corporate limits; and they have expressed their determination to resist by all legal means, any such junction either above or below the city. The diversion of trade from our city by any such junction, is too apparent for us to dwell on. The attempt to effect it by the railroad company, was regarded by the meeting as a violation of former pledges and stipulations, and as a measure destructive to our prosperity, and which should be arrested at its inception. A series of resolutions expressive of the sense of the meeting were passed, and a committee appointed to draft a memorial to the legislature, praying the rejection of the contemplated amended charter."

Will the editor of the Macon Messenger please inform us why this opposition? Is Macon the last city or town in that direction? Or are there cartmen, and cabmen, whose interest is paramount to that of the business community? We ask for information as we do not understand why this opposition.

"The City Point Railroad.—The business on this road has increased considerably during the last six or eight months, so much indeed, as to encourage the belief that it will be a source of no small profit to the town.—This must be gratifying to all who have at heart the prosperity of Petersburg. One of the grand designs in the original construction of this road was the formation of an important

connection between the Petersburg railroad and the James river and bay line, thus offering to travellers, going north or south, a cheap, expeditious and agreeable route. It is also a great accommodation to our merchants in the rapid, cheap and safe transportation of goods brought by vessels to City Point. But for this road our citizens would be subjected to much inconvenience, because of the difficulty during some seasons of the year in transporting merchandize, etc., in vessels from City Point to this place, on account of the small quantity of water and obstructions by ice in the Appamattox. If this road were abandoned, the travel on the bay would in a short time most certainly be lost to Petersburg and the Petersburg railroad, as under this state of affairs strong inducements would be held out to northern or southern capitalists to purchase, and recommence operations on the road between Portsmouth and Weldon."

Not with a view of injuring Petersburg, by any means, but for the convenience of travellers, we hope northern or southern capitalists, we care little which, will purchase and repair "the Portsmouth and Weldon road." It is mortifying to see a railroad on such a line as that go to ruin. Why do the citizens of Virginia allow it?

"Flour by Railroad.—There was received in this city from Albany, says the Boston Daily Advertiser of 25th Nov., by the Western and Worcester railroads, in the week ending the 15th inst., 13,174 barrels flour. In the week ending on Saturday last, the quantity received was 13,426 barrels, and on the three first days of the present week, 10,845 barrels, making in two and a half weeks, 37,445. In the last three days the freight trains have contained an average of more than 1000 barrels a train, in addition to large quantities of other freight. The receipts for the transport of flour on the Boston and Worcester railroad, in the two entire weeks above mentioned, were about a fifth part of the whole freight receipts of those weeks. This branch of the business, however, contributes a much larger proportion of the amount of the merchandize transported, than of the income earned.

"About 3000 barrels of flour, in addition to the above, were received at the depot in this city yesterday."

The amount of other freight passing in the same direction, and of merchandize by return trains, would astonish many of our citizens if they were to see the trains as they arrive at the depot in Boston and Greenbush. We will take the liberty, however to tell them that the present business over that road is only a priming to what it will be a few years hence, especially if the road between Albany and this city is not constructed.

The earnings of the Buffalo and Niagara railroad company this year shows a very great increase over last. From the 1st of August to 1st of November, this year, they were \$11,864, against \$8,352 for corresponding period last year.

ENGLISH RAILROAD SHARE-LIST.

NAME OF RAILWAY.	Miles opened.	Total sums, in pounds authorized to be raised by shares.	Total sums, in pounds authorized to be raised by loan or mortgage.	Total sums, in pounds expended at dates of latest balance sheets.	Cost of working in pounds for six months as stated in latest balance sheets.	Total earnings, in pounds, for six months as stated in latest balance sheets.	Dividend at last meeting.		Paid on share.	Value of share.	NEW AND PROPOSED RAILWAYS.	Share Capital.
							Per share.	Per cent. per annum.				
Arboath and Forfar.....	15	102,000	35,000	138,870	.....	.....	0	12	6	25	Aberdeen.....	1,600,000
Birmingham and Gloucester.....	55	1,187,500	407,336	1,500,806	39,261	53,203	1	5	0	100	Barnsley Junction.....	200,000
Brandling Junction.....	23	161,700	365,470	481,452	.....	.....	.....	4	10	50	Belfast and Ballymena.....	385,000
Bristol and Gloucester.....	37	400,000	211,000	657,825	.....	.....	.....	.....	.....	30	Blackburn and Accrington.....	400,000
Chester and Birkenhead.....	14	750,000	143,170	518,989	5,856	13,148	0	10	0	50	Birk. and Ches. Junction.....	1,000,000
Dublin and Drogheda.....	31	450,000	150,000	582,254	.....	.....	.....	.....	.....	60	Bolt, Wigan and Liverpool.....	800,000
Dublin and Kingston.....	6	200,000	152,200	349,736	.....	.....	9	0	0	100	Caledonian.....	1,800,000
Dundee and Arbroath.....	16	100,000	49,445	153,416	2,989	6,993	1	5	0	25	Cambridge and Lincoln.....	1,250,000
Durham and Sunderland.....	18	169,350	124,055	270,392	9,889	17,702	.....	.....	.....	50	Chatham and Portsmouth.....	5,000,000
East County and North and East.....	86	4,443,200	1,341,155	3,931,905	47,385	118,726	1	6	.....	45	Chester and Wrexham.....	120,000
Edinburg and Glasgow.....	46	1,125,000	375,000	1,649,523	29,429	55,866	1	5	0	50	Churnet valley.....	1,800,000
Glasgow, Paisley and Ayr.....	51	937,500	1,071,258	12,446	36,736	1	5	0	0	50	Direct Northern to York.....	4,000,000
Glasgow, Paisley and Greenock.....	22	650,000	216,666	797,643	11,530	23,447	0	5	0	25	Dublin and Belfast.....	950,000
Grand Junction.....	104	2,478,712	.....	2,503,671	84,309	195,080	5	0	0	100	Dundee and Perth.....	250,000
Great North of England.....	45	969,000	581,017	1,307,487	12,201	36,189	3	0	6	0	Edinburg and Northern.....	800,000
Great Western.....	221	4,650,000	3,679,343	7,445,689	143,279	440,046	4	0	8	0	Ely and Bedford.....	270,000
Hartlepool.....	15	438,000	155,540	719,205	.....	.....	.....	8	0	100	Glasgow, Dum. & Carlisle.....	1,300,000
Leicester and Swannington.....	16	140,000	.....	140,000	2,207	6,317	1	5	0	50	Gt. South and West Ext.....	1,200,000
Liverpool and Manchester.....	32	1,209,000	497,750	1,785,000	64,885	141,352	5	0	10	0	Gt. Grimsby and Sheffield.....	600,000
Llanelli.....	27	200,000	44,000	221,624	.....	.....	1	0	2	0	Harwich and E. coun. Jun.....	160,000
London and Birmingham.....	202	6,874,976	1,928,845	6,614,005	96,413	456,997	5	0	10	0	Huddersfield & M. rl. & cl.....	600,000
London and Blackwall.....	31	804,000	266,000	1,768,851	15,978	23,870	0	3	1	10	Kendal and Windermere.....	125,000
London and Brighton.....	56	1,935,000	705,000	2,637,753	30,490	130,156	1	10	6	0	Leeds and Dewsbury.....	400,000
London and Croyden.....	81	550,000	229,000	761,885	7,583	10,545	0	8	4	0	Leeds and Thirsk.....	500,000
London and Greenwich.....	31	759,383	233,300	1,040,930	15,193	28,933	.....	.....	.....	13	Liv. Ormskirk and Preston.....	600,000
London and South Western.....	92	2,222,100	630,100	2,604,405	89,439	190,631	2	0	10	0	London and Portsmouth.....	1,750,000
Manchester and Birmingham.....	31	2,100,000	690,586	1,923,699	15,397	58,162	1	0	5	0	London and York.....	5,000,000
Manchester and Bolton.....	10	778,100	197,730	773,743	8,585	21,140	2	0	4	10	Londonderry & Enniskillen.....	500,000
Manchester and Leeds and Hull.....	87	2,937,500	1,943,932	3,921,593	46,653	156,761	.....	8	10	0	Lynn and Ely.....	200,000
Midland railway.....	179	5,158,900	1,719,630	6,279,838	75,227	276,129	3	0	0	0	Manchester, Bury and Ross.....	300,000
Newcastle and Carlisle.....	61	878,240	188,563	1,135,069	26,499	46,745	5	0	5	0	Manchester and Buxton.....	250,000
Newcastle and Darlington.....	23	500,000	.....	405,728	.....	.....	1	0	8	0	Mullingar and Athlone.....	.....
Newcastle and North Shields.....	7	150,000	153,876	309,629	8,943	18,466	.....	6	9	0	Newcastle and Berwick.....	700,000
North Union.....	39	739,201	308,306	1,028,593	24,788	37,794	2	10	6	5	Richmond & W. End June.....	.....
Paris and Orleans.....	82	1,600,000	400,000	1,978,415	.....	.....	0	16	0	0	Scottish Central.....	700,000
Paris and Rouen.....	84	1,440,000	.....	.....	31,247	91,171	.....	.....	8	0	Sheffield and Lincolnshire.....	650,000
Preston and Wyre.....	19	830,000	179,852	355,161	4,191	7,066	.....	4	0	0	Shrewsbury and Gd. June.....	400,000
Sheffield and Manchester.....	19	1,150,000	311,759	951,455	11,895	14,876	.....	.....	.....	87	Shrew. Wolv. Dudley & B.....	900,000
South Eastern.....	88	2,996,000	1,530,277	3,464,172	69,288	139,042	.....	3	1	4	Trent Valley.....	900,000
Taff Vale.....	30	465,000	195,000	595,089	9,115	22,692	1	17	3	15	West London Extension.....	64,000
Ulster.....	25	519,150	20,000	348,626	5,401	13,856	0	15	0	5	West Yorkshire.....	1,000,000
Yarmouth and Norwich.....	20	187,500	62,500	230,036	5,186	10,008	1	0	0	5	Whitehaven and Maryport.....	100,000
York and N. Mid. and Leeds and Selby	28	1,062,500	167,500	1,107,146	31,349	75,474	2	10	0	10	FRENCH RAILWAYS.	
											Boulogne and Amiens.....	1,500,000
											Central of France.....	1,280,000
											Lyons and Avignon.....	2,400,000
											Orleans, Tours & Bordeaux	2,000,000
											Paris and Lyons.....	2,500,000
											Paris and Orleans.....	1,600,000
											Paris and Rouen.....	1,400,000

ENGLISH STEAM AND MISCELLANEOUS COMPANIES.

Steam and Miscellaneous.						NAME OF COMPANY.								
NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.	NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.	
Anglo Mexican Mint....	10,000	10	10	.....	15½	15½	Loughborough.....	70	142½	142½	70	1140	
Anti Dry Rot.....	10,000	.....	18½	.....	2	.....	Monmouthshire.....	2,409	100	100	10	160	160
Australian Trust Company	5,700	100	35	.....	34½	.....	Melton Mowbray.....	250	100	100	10	117	117
General Steam Navigation	20,000	15	14	10	27½	27	Mersey and Irwell.....	500	100	100	10			
Gt Western Steam Pa.....	.....	.....	100	.....	25	.....	Macclesfield.....	3,000	100	100	2½	15	15
Metropolitan Wood Pav..	15,000	10	6	5	6½	.....	Neath.....	247	100	100	17	365	365
Patent Elastic Pav.....	10,000	1	1	5	1½	.....	Oxford.....	1,786	100	100	30	505	
Peninsular and Oriental..	11,493	50	50	7	64½	65	Regents or Loncon....	21,418	33½	33½	2½	25	25	
Ditto.....	3,200	50	40	7	.....	.....	Shropshire.....	500	125	125	6	120	120
Polytechnic Institution..	.....	.....	.....	6	.....	.....	Somerset coal.....	800	150	150	7½	123	123
Reversionary Int. Soc....	5,387	100	100	4½	104	104	Stafford and Worcester..	700	140	140	25	480	480	
R. Mail Steam Packet....	15,000	100	60	.....	36½	37	Shrewsbury.....	500	125	125	12	230	230
South Western Steam....	4,000	25	5	.....	.....	.....	Stourbridge.....	300	145	145	14	360	360
Ship Owners' Towing....	3,000	10	7½	10	15	.....	Stroudwater.....	200	150	150	19		
Thames Tunnel.....	4,000	50	50	.....	.....	.....	Swansea.....	533	100	100	15	240	240
University College.....	1,500	100	100	.....	.....	.....	Severn & Why & Rail Av.	3,762	26½	26½	5½	30	30
Canals.							Trent and Mersey.....	2,600	50	50	65	495		
Ashby de la Zouch.....	1,432	113	av.	4	70	70	Thames and Medway.....	8,149	19½	19½	.....	10	10
Barnsley.....	720	100	100	14	180	180	Warwick and Birmingham.	1,000	100	100	10½	167		
Birmingham, 1-16 share ..	3,000	118½	79	10	150	160	Warwick and Napton.....	980	100	100	8½	122		
Do. and Liverpool Junction	4,000	160	100	.....	13½	13½	Water Works.						
Coventry.....	500	100	100	20	365	365	Birmingham.....	4,800	25	25	3	28	28	
Cromford.....	460	do.	do.	24	250	250	East London.....	4,433	100	100	8	223	225	
Derby.....	600	do.	do.	9	105	105	Grand Junction.....	5,500	av.	41	2-3	7½	88	90
Erewash.....	231	do.	do.	32	440	440	New River L. B. Ann....	1,500	2½		
Forth and Clyde.....	1,297	400½	40½	4	440	440	Manchester and Salford..	6,486	av.	30	8½	57	57	
Grand Junction.....	11,600	100	100	7	162	161½	Vauxhall, lt. S. London...	1,000	100	100	5	55	55	
Grand Surrey.....	1,500	do.	do.	.....	20	.....	West Middlesex.....	8,294	av.	63½	6½	126	127
Gloucester and Rerkley...	5,000	do.	do.	.....	8	8	Docks.						
Grantham.....	749	150	150	8	185	185	Commercial Dock.....	1,065	100	100	3	80		
Lancaster.....	11,699	47½	47½	3	40	40	East and West India .....	.....	sto.	.....	5½	137	
Leeds and Liverpool.....	2,897	100	100	34	640	640	London.....	3,238,310	sto.	.....	4½	114½	115
Leicester.....	545	140	140	9	139	139	St. Katharine.....	1,352,752	stc.	.....	5	116	171
							Southampton.....	7,000	50	50				

STATE WORKS.

The State Canals are all 4 feet deep, and the locks are 13 to 17 feet wide, and 80 to 90 feet in length.

The six millions paid to the canal fund from auction and salt duties are not included in the estimate of cost. The Genesee valley and the Black river canals require large sums for their completion, the interest of which *additional* sum is much greater than the estimated gross income of these canals when finished. The sums required to complete these two canals are \$2,000,000 and \$600,000, making their total cost when finished \$5,553,000 and \$2,409,000; an expenditure incurred on estimated incomes (admitted to be liberal,) of \$39,000 and \$14,000 respectively.

The total receipts from the works of Pennsylvania for 1843 were \$1,019,401; for 1844 \$1,164,326, and the cost about 30 millions.

The receipts for 1844 were as follows:

Canal tolls,	578,404
Railroad tolls,	252,855
Motive power,	319,590
Trucks,	13,477

of which \$585,922 is from 118 miles of railroad, and \$578,404 from 550 miles of canal.

The canals of Ohio are supported by a property tax of 5¢ mills on the dollar. There are 853 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost, 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known.

These 21 millions on sundry works yield no income whatever.

The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.

CANALS.

[illegible]

CANADIAN CANALS

CANADIAN CANALS.		Length in miles.	No. of locks.	Lockage in feet.	Size of locks.			Width of canal.		Estimate.	Expended to Sept. 1843.	Income.	
					Length of chamber.	Width.	Depth on mitre sill.	Bottom.	Surface.			1843.	1844.
The Welland canal.....					feet.	feet.	feet.	feet.	feet.	3,948,572	2,485,572	64,658	
{	Main trunk from Port Colborne to Port Dalhousie	28	31	328	150	26 1-2	8 1-2	45	81				
	Junction branch to Dunville	{ not added	21	1	6	150	26 1-2	8 1-2	35	71			
	Broad creek branch to Port Maitland	{ below.	1 1-2	1	6	200	45	9	45	85			
The St. Lawrence canal.....													
{	Galops and Port Cardinal.....	2	2	7	200	45	9	50	90				
{	Rapid Plat.....	4	2	11 1-2	200	45	9	50	90	672,498	973		
{	Farren's point.....	3-4	1	3 1-2	200	45	9	50	90				
Cornwall, passing the Long Sault rapids.....		11 1-2	7	48	200	55	9	100	150	865,372	1,665,663		
Beauharnois, do. Coteau, Cedars and Cascades road		11 1-4	9	82 1-2	200	45	9	80	120	1,190,087	275,426		
Lachine, do. Lachine rapids.....		8 1-2	5	44 1-2	200	45	9	80	120	old canal.	400,000	22,268	
Enlargement of do.....										1,001,333	64,439		
Total from lake Erie to the sea.....		12	57	525									
Chambly.....		66	9	74 1	120	24	6	36	60	200,000	440,000	1,409	

COAL COMPANIES.

[illegible]

AMERICAN RAILROADS.															
NAMES OF RAILROADS.		Length in miles.	Cost.	Loans and debts.	Number of shares.	Paid on share	1843. Income.		Div. per cent.	1844. Income.		Div. per cent.	1845. Income.		Div. per cent.
							Gross.	Nett.		Gross.	Nett.		Gross.	Nett.	
Maine.	1 Portland, Saco and Portsmouth.....	50	1,200,000				89,997	47,166	7	131,404	62,172	6			
N. Ham.	2 Concord.....	35	750,000									12			
Mass.	3 Boston and Maine.....	56	1,485,461				178,745	68,499	6	233,101	86,401	6 1/2			
	4 Boston and Maine extension.....	17 1/2	455,703	unfin.											
	5 Boston and Lowell.....	26	1,863,746				277,315	144,000	8	316,909	147,615	8			
	6 Boston and Providence.....	41	1,886,135	none.	18,600	100	233,388	110,823	6	282,701	156,109	6			
	7 Boston and Worcester.....	44	2,914,078				40,141	162,000	6	428,437	195,163	7 1/2			
	8 Berkshire.....	21	250,000	not stated				17,500	7	17,737					
	9 Charlestown branch.....		280,260						13	34,654	13,971	5 1/2			
	10 Eastern.....	54	2,388,631				279,563	140,595	6	337,238	227,920	8			
	11 Fitchburg.....	50	1,150,000	just op'n'd						42,759	26,835				
	12 Nashua and Lowell.....	14 1/2	380,000				84,079		8	94,588	34,944	10			
	13 New Bedford and Taunton.....	20	430,962				50,671	24,000	6	64,998	24,000	6			
	14 Northampton and Springfield.....		172,883	unfin.											
	15 Norwich and Worcester.....	66	2,290,000	900,000	16,535	100	162,336	24,871		230,674	99,464	3			
	16 Old Colony.....		87,820	unfin.											
	17 Stoughton branch.....	4	63,075	unfin.											
	18 Taunton branch.....	11	250,000					20,000	8	96,687	20,000	8			
	19 Vermont and Massachusetts.....														
	20 West Stockbridge.....	3	41,516	200		100						4			
	21 Western, (117 miles in Mass.,).....	156	7,686,202	4,686,202	30,000		573,882	284,432		753,753	439,679	3			
	22 Worcester branch to Milbury.....		8,431	506											
	23 Housatonic, (10 months,).....	74	1,244,123							150,000					
Conn.	24 Hartford and New Haven.....	38	1,100,000	100,000	10,000	100						6			
	25 Hartford and Springfield.....	25 1/2	600,000	400,000	2,000	100									
	26 Stonington, (year ending 1st Sept.,).....	48	2,600,000	650,000	13,000	100	113,889			154,724	79,845				
N. York.	27 Attica and Buffalo.....	31	336,211				45,896	7,522		73,248	48,033				
	28 Auburn and Rochester.....	78	1,796,342	200,000	14,000	100	189,693	112,000		237,667	152,007	6			
	29 Auburn and Syracuse.....	26	766,657			133 1/2	86,291	27,334		96,738	52,544	6			
	30 Buffalo and Niagara.....	22	200,000		1,500										
	31 Erie, (446 miles,).....		5,000,000												
	32 Erie, opened.....	53						48,000		126,020	59,075				
	33 Harlem.....	26	2,250,000	750,000	30,000					140,685	62,399				
	34 Hudson and Berkshire.....	31	575,613			50				35,029	1,789				
	35 Long Island.....	96	1,610,221	392,340	29,846					153,456	58,996				
	36 Mohawk and Hudson.....	17	1,317,893	400,000	10,000	100	69,948	58,780		79,804	45,763				
	37 Saratoga and Schenectady.....	22	303,658				42,242	3,000	1	34,666	8,455				
	38 Schenectady and Troy.....	20 1/2	640,800				28,043			32,646	6,365				
	39 Syracuse and Utica.....	53	1,115,897	none.	16,000	62 1/2	163,701	72,000		192,061	120,992	8			
	40 Tonawanda.....	43	727,332				76,227			114,177	75,865	5			
	41 Troy and Greenbush.....	6	180,000												
	42 Troy and Saratoga.....	25	475,801				44,325	21,000		38,502	9,971	2 1/2			
	43 Utica and Schenectady.....	78	2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199,094	8			
N. Jersey	44 Camden and Amboy.....	61	3,200,000				682,832	383,880		784,191	404,956				
	45 Elizabethtown and Somerville.....	26	500,000												
	46 New Jersey.....	34	2,000,000												
	47 Paterson.....	16	500,000									6			
Penn.	48 Beaver Meadow.....	26	1,000,000												
	49 Cumberland Valley.....	46	1,250,000												
	50 Harrisburg and Lancaster.....	36	860,000	645,929									77,538	9,988	
	51 Hazleton branch.....	10	120,000												
	52 Little Schuylkill.....	29	900,000												
	53 Blossburg and Corning.....	40	600,000												
	54 Mauch Chunk.....	9	100,000												
	55 Buck Mountain.....	4	72,000												
	56 Minehill and Schuylkill Haven.....	19 1/2	396,117	25,000	7,019	50			12			12			
	57 Norristown.....	20	800,000												
	58 Philadelphia and Trenton.....	30	400,000												
	59 Pottsville and Danville.....	29 1/2	1,500,000												
	60 Reading.....	94	9,457,570	7,447,570	40,200	50				597,613	343,511				
	61 Schuylkill valley.....	10	1,000,000												
	62 Williamsport and Elmira.....	25	400,000				20,000								
	63 Philadelphia and Baltimore.....	93	4,400,000				43,043	200,000			210,000				
Delaw're	64 Frenchtown.....	16	600,000												
Maryl'd	65 Baltimore and Ohio, (1st Oct.).....	188	7,742,410	1,153,709			575,235	279,402		658,620	346,946		738,603	374,762	3
	66 Baltimore and Washington.....	38	1,800,000				177,227	71,691		212,129	104,529		208,813	95,094	6
	67 Baltimore and Susquehanna.....	58	3,000,000												
	68 Wrightsville, York and Gettysburg.....	12 1/2	500,000												
Virginia	69 Greensville and Roanoke.....	18	284,433	37,544	2,000	100				25,368	6,074	3			
	70 Petersburg.....	63	969,880	63,000	7,690	100				122,871	72,898	6			
	71 Portsmouth and Roanoke.....	78 1/2	1,454,171												
	72 Richmond, Fredericksb'g and Potomac.....	76	800,000							185,243	85,688				
	73 Richmond and Petersburg.....	22 1/2	700,000												
	74 Winchester and Potomac.....	32	500,000												
N. Car.	75 Raleigh and Gaston.....	84 1/2	1,360,000												
	76 Wilmington and Raleigh.....	161	1,800,000									5			
S. Car.	77 South Carolina.....	136													
	78 Columbia.....	66	5,671,452		34,410	75									
Georgia	79 Central.....	190 1/2	3,000,000	500,000	22,500	100	201,464	77,456		532,871	140,196				
	80 Georgia.....	147 1/2	2,650,000				227,532	93,190		328,425	180,704				
	81 Montgomery and West Point.....	89	500,000	170,000		100	248,026	158,207		248,096	147,523				
Kent'ky	82 Lexington and Ohio.....	40	450,000							35,000	15,000				
Ohio.	83 Little Miami.....	40	400,000												
	84 Mad river.....	40	152,000										24,984	3,280	
Indiana.	85 Madison and Indianapolis.....	56	212,000	50,000			22,110	8,639	8	39,031	10,065	9 1/2			
Canada.	86 Champlain and St. Lawrence.....	15						12,000		58,000	24,000				

Correspondents will oblige us by sending in their communications by Monday morning at latest.

PRINCIPAL CONTENTS.

Foreign railway intelligence.....	770
Railroad accidents.....	770
James river canal.....	771
Raleigh and Gaston railroad.....	771
Macon and the Central railroad.....	771
City Point railroad.....	771
Flour by railroad.....	771
Rival lines of railroad.....	776
Rates of fare.....	776
Wilmington and Raleigh railroad report.....	776
Central, Ga. railroad report.....	777
Railroad meeting at Elmira.....	778
Railroad meeting at Albion.....	778
Railroad meeting at Niagara falls.....	779

AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, December 4, 1845.

THE COAL TRADE—SCHUYLKILL VALLEY.

The shipments by railroad are 20,828 07 tons, and by canal 9,904 02, making 30,732 09 tons for the week.

BY RAILROAD.

From Pottsville and Port Carbon—total.....	377,801
From Schuylkill Haven—total.....	377,124
From Port Clinton—total.....	20,521

Total by railroad.....775,447

BY CANAL.

From Pottsville and Port Carbon—total.....	162,079
From Schuylkill Haven—total tons.....	46,445
From Port Clinton.....	51,136

Total by canal.....259,660

Total by railroad and canal.....1,035,107

LEHIGH COAL TRADE.

Total shipments from Mauch Chunk. Lehigh coal and navigation co.

Summit mines, -	181,639
Room run do., -	72,213—253,852
Beaver Meadow railroad and coal co.,	75,130
From Penn Haven—Hazleton coal co.,	68,836
From Rock Port—Buck Mountain coal co.,	23,269

WYOMING COAL TRADE—total.....	421,087
PINE GROVE COAL TRADE—total.....	182,745
MINEHILL AND SCHUYLKILL HAVEN RAILROAD—total tons.....	44,736
MOUNT CARBON RAILROAD—total tons.....	423,440
MILL CREEK RAILROAD—total.....	247,052
SCHUYLKILL VALLEY RAILROAD—total.....	89,834
[Miners' Journal.]	118,969

WESTERN RAILROAD.—Receipts for week ending November 22.

	1845.	1844.
Passengers.....	\$5,437	\$5,071
Freight, etc.....	13,432	10,964
Total.....	\$18,869	\$16,035
Net gain this week.....		2,834
Net gain previously since Jan. '45.....		51,277

Total gain.....54,111

Transactions of the Reading railroad for the month of October for three years:

	1843.	1844.	1845.
Business.....	\$58,160 34.	\$66,476 59.	\$131,879 64
Coal tons.....	37,261.	55,525.	92,415

Erie Railroad.—The following gentlemen were chosen, on Saturday, directors of this great enterprise, with perfect unanimity, by 19,924 ballots:

Benjamin Loder, Stephen Whitney, Silas Brown, Henry Sheldon, Daniel L. Miller, Stewart C. Marsh, Jacob Little, Henry Suydam, Jr., W. E. Dodge, Shepherd Knapp, Samuel Marsh, Robert L. Crooke, A. S. Diven, Elmira, John Wood, Thomas Tileston, Cornelius Smith, Homer Ramsdell, Newburgh.

Springfield and Northampton Railway.—This road will be opened for travel some time in the present week.

Dividends.—The Delaware and Hudson canal company have declared a dividend of five per cent., payable on the 8th inst.

The Nashua and Lowell railroad corporation has declared a semi-annual dividend of five per cent., payable December 1st.

Notice to Railroad Contractors.

Proposals will be received at the office of the Pittsfield and North Adams Railroad Corporation in Pittsfield, Mass., until the 20th of December next, 1st. For the Graduation, Masonry and Bridging of 18½ miles of Roadway.

2d. For furnishing the Timber, Chairs and spikes and laying the Superstructure.

3d. For furnishing Materials and Building a heavy, substantial Post and Rail fence upon each side of the Roadway.

The approximate quantities are as follows, to wit: 600,000 cubic yards of Excavation and Embankment.

6,500 perches of Masonry.
500 feet of Bridging.
43,000 chestnut or white oak Cross-ties, 5 inch face 7 inches between faces and 7 feet long.

500,000 feet board measure, Hemlock sills 3 in. x 8 in. x 18 feet long.

150,000 feet board measure, Hemlock sills 3 in. x 8 in. x 6 and 12 feet long.

70,000 fence rails 12 feet long, either split from thrifty Chestnut of a size not less than 5 in. x 2 in. measured across the centre of the smallest end, or sawed from Spruce timber with square edges, 5 in. x 1½ in. or from Hemlock 5 in. x 2 in.

18,000 Chestnut fence posts, holed with 4 holes 7½ feet long and measure not less than 8 in. x 4 in. across the centre of the smallest end.

45 tons of Hook Head Railroad Spike.
90 tons of Cast Iron Chairs.

Plans, Profiles, Specifications etc., will be ready for examination on and after the 15th December.

FREDERICK HARBACH,

Resident Engineer.

Office of the Pittsfield and North Adams Railroad Corporation.

Pittsfield, Nov. 26th 1845.

For the American Railroad Journal.

CLEVELAND, OHIO,
November 25th, 1845.

SIR: In a late number of your valuable Journal, I perceive that you are asking for information about the movements of the Cleveland, Columbus and Cincinnati railroad company. This is the title of the company as originally chartered in 1836, but is somewhat of a misnomer at present. It was then designed that it should make a road from Cleveland through Columbus to Cincinnati, but action was so long delayed that other companies were subsequently organized, and now occupy that part of the line between the two last mentioned cities. The Little Miami company has a road in full operation, extending from Cincinnati to Zenia, 65 miles, and from there to Columbus, 50 miles. Another company, called the "Columbus and Zenia," has surveyed and located a road that will be speedily put under contract. Our road, therefore, will only go to Columbus, but with the others a continuous line will be formed between the lake and river.

A company was organized this fall, under the charter referred to, by the selection of the following named persons as directors: Samuel Medary, William Neil, W. L. Sullivan and R. E. Neil, all of Columbus, and John M. Woolsey, Richard Hilliard, P. M. Weddell, Henry B. Payne and John W. Al-

len, all of Cleveland. They subsequently elected John W. Allen president, William Neil treasurer, and Albert G. Lawrence secretary.

The directors have now two separate companies of engineers surveying the country, and intend to keep them employed till all the information shall be acquired necessary to a judicious location. Whatever line may be taken, the expense for grading, the great source of expenditure on the eastern roads, will be trifling. It is believed that at present prices a substantial road with heavy iron can be made for \$12,000 per mile, including the right of way. The distance to Columbus will be about 140 miles, and to Cincinnati about 255 miles. If this line is made, as it should, and I think will be, the whole distance may be easily travelled in twelve hours, and with some of our fast boats on the lake, a gentleman may breakfast in Cincinnati one morning, and dine, if not breakfast, the next day in Buffalo, and may sleep the next night in your city.

That there will be a very great business in the transportation of passengers and property on this line, there can be no doubt. Of all the travellers at Cincinnati bound east, not more than one in nine hundred, as near as can be ascertained, comes to the lake at all, and yet the number is considerable. From the central parts of the state very few do so. Nearly all the merchants and others below 100 miles from the lake cross the mountains, and if they go to New York, it is after having passed through Baltimore and Philadelphia, where they make many of their purchases, and as to others, compel your dealers oftentimes to sell at reduced rates under the threat of returning to the more southern cities to complete their stocks. Your merchants, therefore, have a deep interest in drawing all the travellers they can to the lake in the first place before their pockets are lightened elsewhere.

The country through which the road will pass is all good, and much of it of exceeding fertility, and its products are mainly, north of Columbus, of a character that must be carried to a market, that is, they are not cattle and hogs that can carry themselves. The road will probably be so distant both from the canal and the Mad river railroad, reaching the lake at Sandusky, as not to suffer or make them suffer unduly. At Cincinnati, the last mentioned road and ours will come into competition for the lake business, but the through business will be but a small part of what each will have to do. That there will be way business enough to support both I have little doubt.

The harbor of Cleveland is 60 miles nearer Buffalo than Sandusky, and is always accessible. Not a steamboat goes through lake Erie that does not stop at it. The Ohio canal and Ohio and Pennsylvania both terminate here and would without any railroads make it a place of considerable importance.

I think \$600,000 may be furnished in Ohio toward making our road, perhaps more. Will not New York and Boston feel a pecuniary interest sufficient to induce them to take the residue of the stock, or a part of it, and loan enough money to finish it on a pledge of the road? They had better invest their money in this road, than in some they have made, and in more that they talk of.

What is now the city of Cleveland, 15 years ago had 1000 people, Cincinnati 30,000, and the whole state 900,000. Now we have 12,000, Cincinnati 100,000, and the state 1,900,000, and we are yet in the gristle. A railroad between the two cities would go on paying increased dividends, till every rood of land in the broad basin of the Mississippi sustained its man. Very respectfully, etc.,

A DIRECTOR.

"STAND TOGETHER," says the editor of the Petersburg, Va. Republican. It is amusing to read the remarks of the Republican.—When he happens to agree with the dominant party of the legislature—as in political matters, the choice of "a speaker, a governor and a U. S. senator," all of which offices he "presumes will be filled by democrats," he relies upon *party*—but when he contemplates the possibility that a portion of his party will act upon their own judgment in matters of high import to Virginia, he seems to think it is time for "party men to forget and despise party trammels and names," and says:

"If there ever was a time for the man who truly and honestly loves his state and all her interests, to come up manfully and earnestly to the task of performing fearlessly his whole duty; if there ever was a time for the man of narrow prejudices and selfish propensities to make a noble sacrifice for the good and honor of his country, *this is the time!* This is no time for a halting, wavering, doubtful policy."

Now we see no more reason to "despise party trammels" at this time than at any other; they ought *always* to be "despised," and honest, independent, action should be as much sought in the election of a "speaker" a "governor" or a "U. S. senator," as in legislating on the subject of "canal, McAdamized and railroad improvements." In these matters, says the editor:

"Party names must be forgotten, and party animosities must be buried. Every man—be he whig or democrat—who loves this good "Old Dominion," not only for what she has been, but for what she is and for what he hopes she yet will be; every man who would not be willing to hear the cries of repudiation and distress and ruin ringing from the north to the south, and from the east to the west, must boldly come to the rescue, drive back every encroachment, resist every innovation; trample upon the petty feelings and unworthy designs of the partizan, and make one more vigorous, determined and tremendous effort for the sake of the prosperity and peace of this the mother of states and statesmen.—Yes! let all who are of this heart and this mind, "stand together," work together, fight together?"

We agree most cordially with the editor, that it is the duty of all to unite, stand, work and fight together, if need be, to make the "Old Dominion" what she ought to be and may be; but we imagine it will be a long while before that period arrives if they still "resist innovation" upon their time honored prejudices; "mother of states and statesmen" she may have been, but it has been her ruin; much better would it now be for her if she had given birth to industry, enterprise and perseverance, as they would have improved her soil, and developed her boundless miner-

al and manufacturing resources, and have kept her at the head of the list of these United States, instead of putting her upon the "sliding scale" from which her "statesmen" will never lift her, though a little common sense, aided by judicious and liberal legislation, backed by a proper encouragement to and just appreciation of, those who are neither afraid nor ashamed to labor, would do it. Let her legislature charter a company to construct a railroad from Lynchburgh to the mouth of the Kenawha or Guyandotte, by the most feasible route, with the privilege of extending it to Richmond, when that part between the present termination of the canal and the Ohio shall be completed; and take one-third of the stock, when the other two-thirds shall have been taken by responsible parties; and then let the Baltimore and Ohio railroad company have the right of way to Parkersburg, thus accommodating her northwestern counties without cost to herself, and we should soon see industry encouraged, agriculture improved, mining and manufacturing extended and "old Virginia" would soon become as good as new.

Rival Lines of Railroad.

The Utica Gazette, of 24th Nov., has the following remarks in relation to a rival line of railroad between Schenectady and Utica. *Such is the natural consequence of "high fares and low speed for passengers" on such a thoroughfare as that along the Mohawk valley. Two dollars, or at most \$2 50, with an average of twenty-five miles an hour, between Buffalo and Albany, would give much greater accommodation to the public and better returns, as we think, to the shareholders. We coincide fully with Mr. Hudson, the English railway king, and many equally good judges in our own country, that for railroad companies to "benefit the public, is to benefit themselves."* "Promote your own interests, but carry with you the interest of all whom it affects." "Do good to yourselves, but take others along with you in your prosperity, instead of thriving at their expense." *This is the true policy for all to pursue—and it is the only policy for the managers of railroads to pursue if they would be prosperous and carry with them the approbation of an enlightened community.*

Thirteen miles an hour, on such a line, is not enough, and four cents a mile is too much—and these errors must be corrected, or the people will have another railroad; whereas, we think reduced rates of fare, and increased speed, in accordance with the "spirit of the age in which we live," would prevent a rival line. The editor of the Gazette says:

"Another Railroad to Schenectady.—Our readers have doubtless observed that notice has been given of an application to the next legislature for the incorporation of a company to construct a railroad from Schenectady to this city, on the south side of the Mohawk river. The notice is signed by many well known, influential, enterprising and wealthy citizens of this place and Troy. It is obvious that there is enough travel at the present time, on this route to afford two railroads handsome profits, and with the reduction of

price, which two will insure, the travel will soon be more than doubled. As a means of reducing the exorbitant charges demanded on the present railroad, this project is a matter of interest to every inhabitant of this section, not only as personal advantage to him in travelling, but as the means of continuing this as the great route of travel through the state, which the present high fares and the reduction on other routes have materially tended to transfer.

"We understand that it is contemplated to build the new road in the best manner, so that it will have the decided preference of travellers over the old one, and be also adapted for the transportation of freight, which the present one is not."

Rates of Fare—Comparative Statement.—The following comparative statement of rates of fare and speed on several different railroads would seem to warrant the complaints so frequently made against some of the railroad companies. A wide contrast here, between the charges on these roads—some of them must derive very large, or others very small profits. We shall refer again to this subject soon.

"The exorbitant rates of fare, time of running, and general management of the railroads between Rochester and Schenectady, says the Democrat, have become subjects of public complaint, the justice of which may be seen by a comparison, in those particulars, with several other roads on our main routes. The following statement and comparison is believed to be nearly accurate, and exhibits a contrast which would seem to justify the public dissatisfaction, and perhaps call for legislative or other redress:

	Miles.	Time.	Fare.
Long Island railroad	96	3 hrs.	50 cts.
Providence to Boston	40	1 1/2 "	1 00 "
Boston and Portland	115	5 "	3 00 "
Albany and Boston	205	12 "	5 00 "
Schenectady to			
Greenbush via Troy	28	1 "	50 "
Baltimore and Phil.	96	5 1/2 "	2 00 "
Roch. to Canandaigua	29	2 1/2 "	1 13 "
" Auburn	77	5 "	3 00 "
" Syracuse	100	7 "	4 00 "
" Utica	152	12 "	6 00 "
" Schenectady	228	18 "	9 00 "

These roads enjoy an entire monopoly—they are accumulating large surplus funds—and the public have a right to know why they run at half the speed, and charge double the fare of other roads."

Wilmington and Raleigh Railroad Co.

The following report is taken from the Wilmington Chronicle of the 19th ult. It is the only account of this road that has reached us in a long time—except in the shape of complaints of its management—and, though it is not as favorable as we could wish, yet we hope to hear that it is doing better. The "Old North State" must do more than she has yet undertaken, or she will be distanced in the race of improvement now about to be commenced.

The tenth annual meeting of the stockholders in the Wilmington and Raleigh railroad company was held in the town of Wilmington last week, beginning on Thursday. The attendance of stockholders was unusually full. That portion of the stock held by the state of North Carolina, was represented

by g
of the
other
der J
sent.
D
chal
of W
secre
On
dent
mitter
their
the y
appoi
exam
pany.
Grisv
repor
every
Fr
lars o
Lin
Octob
For bo
per
To the
Car
Forco
of N
For bi
"
" So
at 6
For bo
N. C
For ne
at 6
Do, du
Do, du
For ba
Oct.
For ba
indi
of w
6 per
Amount
railro
for t
Octo
Expend
Profits
Amount
steam
sourc
ing 1
Expend
Profits
Total
and
Reduct
pany
Paid f
year
Paid f
ton w
Cash i
1845.
Comp
the year
Av. mo
Railroa
"
"
"
Steamh
"

Leaving the city of Macon in a southwesterly direction, crossing Tobasafkee creek, thence across Icheconno creek, following the valley of that creek a short distance we reach one of its branches, called, Deep creek, and pursuing the valley of this creek we reach the summit between the Icheconno and Flint river. We then descend to the valley of the Flint by a small stream, called Beaver creek,

and cross the river near the mouth of Patchelaggee creek, about 10 miles below the "Old Agency." We then take the valley of the Patchelaggee and ascend to the summit between Flint and Chattahoochee rivers; here the branches of the Patchelaggee interlock with those of the Upetoy, which empties into the Chattahoochee a few miles below Columbus. We therefore follow the valley of this creek until we gain the valley of the Chattahoochee, and then take the low grounds up to the city.

That portion of the route between the city of Macon and the Flint river will afford a very favorable line, with a wide choice of ground; and for a considerable distance beyond the Flint, a good location may be made.

From the summit to the Chattahoochee—some 20 miles—the country is hilly and broken, and will require a careful instrumental examination to select a good line. The topography of this section much resembles that over which the Central road passes between the Oconee and Ocmulgee rivers, and I imagine the difficulties of constructing a road would not be greater.

There is a great abundance of pine timber of the best quality throughout the whole distance; and as the lands are for the most part of little value for cultivation I have no doubt the right of way could be obtained on favorable terms. It has been suggested to me that a route might be found, lower down the country, which would not be less favorable, and would come nearer the rich cotton lands of the lower counties. I cannot give an opinion on this point, but think it worthy of a careful examination.

I do not like to hazard an estimate of the cost of the proposed work, without further data. This would of course depend much upon the character of the road structure and kind of rail adopted, and the state of the iron market at the time.

I do not think, however, that I hazard much in assuming that one million of dollars would build the road with a "bridge rail" similar to that in use on the Georgia and State road, which I consider the best pattern for a rail of that weight (say 40 lbs. to the yard.) With a rail of this kind, and a strong superstructure, the distance between Macon and Columbus could, if desirable, be run in 4 hours with passenger trains—in 5, with perfect ease.

On my return from Columbus, I passed over the country between that city and Barnesville; I had very little opportunity of examination, as I passed over the stage road.—I am, however, well satisfied that the topography is not so favorable for the construction of a railroad as that between Macon and Columbus.

There is a portion of the distance, viz: between Thomaston and Barnesville that would afford a very favorable location, at a moderate cost; but for the remainder of the distance, much heavy work would be unavoidable in grading, with probably a very crooked line.

The distance would be about 20 miles less than the route direct from Macon, but I im-

agine the cost of the road would not be much, if any less. I am very respectfully, your obedient servant.

L. O. REYNOLDS, *Engineer.*

The report was received by the meeting.

It was then *Resolved*, That the subject matter of the report of the president and directors be referred back to the board of directors, with a request that they will take such further action, in relation to procuring the proper amendments to the charter, or effecting the objects contemplated, as they may think best.

The meeting then adjourned.

Joseph Day, *Chairman*, Charles Cotton, *Secretary*.

Railroad Meeting at Elmira.

The annexed proceedings of a meeting held at Elmira, N. Y., on the 13th November, refer so directly to a subject in which we take a deep interest, and to which we have devoted some attention, to wit: the opening of an easy communication between the interior of this state and *Harrisburg* and *Baltimore*, as well as *Williamsport* and *Philadelphia*, that we "take the responsibility" of publishing them, though not exactly included in the list of those formally called upon to do so—possibly from the fact that the *Journal* has too recently engaged in the cause to be known so far from home. The object in view is so eminently deserving of early attention that we cannot omit the opportunity of saying a good word in favor of it; and as our hand is in, we desire to say, that the spirit manifested by the people of these two great states at this time in favor of the connection of their public works is truly commendable and deserving of imitation in other states. The more connections the better—*remove*, not *impose*, restrictions upon a free intercourse in any and every direction. Open the lines for travel, and then leave people to choose their own route, and thus encourage them, not attempt to *compel* them, to patronize you.

"At a meeting of the citizens of Elmira and its vicinity, held at the Eagle tavern, on the 13th Nov., 1845, pursuant to public notice, to take measures to further and secure the speedy construction of the Elmira and Williamsport railroad, with a view to a continuous connection by railroad, by the way of the west branch, between the New York and Erie railroad and the city of Philadelphia.

"Simeon Benjamin was called to the chair, and W. Maxwell appointed secretary.

"The object of the meeting having been briefly stated, it was

"*Resolved*, That a committee of five be appointed to draft resolutions, expressive of the sense of the meeting, whereupon Judge Dunn, Judge Rood, Sheriff Judson, Dr. Hart and Dr. Hepburn, were appointed such committee.

"The committee reported the following preamble and resolutions, which were unanimously adopted:

"Whereas, public attention has recently

been called to the importance of a speedy connection between the internal improvements of the state of Pennsylvania and the railroads and canals of New York, and large public meetings have been held at Williamsport and other places to promote the important object.

"And, Whereas, various routes for a railroad from some points in this state to Williamsport in Pennsylvania have been proposed and considered in the meetings above referred to. Therefore,

"*Resolved*, That we are in favor of the proposed connection at such point, and upon such route as will best subserve the public interest; and that the route from the head of the Seneca lake, through the village of Elmira to the present termination of the Williamsport and Elmira railroad, at Ralston, is the most practicable route, will be attended with the least expense, and be the most important to the public welfare.

"*Resolved*, That the present is a favorable time to urge the speedy completion of the Williamsport and Elmira railroad—that in the judgment of this meeting no work of public improvement of the same magnitude has been proposed, which promises greater public benefit, or a richer return for the investment of capital.

"*Resolved*, That this meeting recommend a general convention of the citizens of Chemung, Tioga, Tompkins, Yates, Seneca and Ontario, in this state, and of the counties of Bradford, Lycoming, Columbia, Northumberland and other counties in Pennsylvania, and the city of Philadelphia, to be held at Elmira on the first Wednesday in December next, at 10 o'clock A.M., of that day, to adopt efficient measures to insure the speedy accomplishment of the connection.

"*Resolved*, That a committee of three be appointed to take the necessary steps to obtain from the legislature of this state, an act renewing and extending the charter of the Elmira and Williamsport railroad company, whereupon Hiram Gray, James Dunn and Alexander S. Diven, were appointed such committee.

On motion, *Resolved*, That a committee of correspondence, consisting of five persons, be appointed, whereupon Dr. James Hepburn, A. S. Diven, William Maxwell, Samuel B. Strang and Isaac Baldwin, were appointed such committee.

S. BENJAMIN, *Chairman*.

W. MAXWELL, *Secretary*.

Railroad Meeting at Albion.

A large and respectable meeting was recently held at Albion, Orleans county, New York, for the purpose of taking into consideration the propriety of extending the railroad from Lockport to Rochester, and thus opening the most direct line from Boston and Albany, in connection with the contemplated railroad in Canada West, from the Niagara river, to Windsor, near Detroit. The following officers were appointed, viz:

"President—Hon. Alexis Ward, of Albion.

"Vice Presidents—Hon. T. J. Paterson,

of Rochester; Wm. Parmelee, Esq., of Lockport; Wm. S. Fenn, Esq., of Middleport; Dr. D. Carpenter, of Brockport.

"Secretaries—Sandford E. Church, of Albion; Botsford Fairman, of Medina.

"Dr. L. C. Paine, of Albion, briefly stated the objects of the convention and the measures proposed to be adopted to carry these objects into effect.

"N. Davis, Jr., Esq., from the committee on resolutions, reported the following among others:

"Whereas, the Lockport and Niagara falls railroad company have been authorized by law to extend their road from Lockport to Rochester, and whereas the company have resolved that such extension shall be made by the direct route between those two points leading through Orleans county,

"Therefore, *Resolved*, That it is the sense of this meeting that the best interests of the company and of the several villages on the line of the canal as well as of the adjoining country, demand that the canal route should be adopted as the location of the road."

We omit most of the proceedings, but cannot omit the following, as it is the spirit of the people in every part of the country. The people have "resolved that we will not consent that our neighbors should travel forty miles an hour, and *we in a line boat*, nor that our wheat, from lack of facilities, should reach the market behind that of Michigan and Ohio."

That is the spirit to which we alluded, when we said that the completion of the Baltimore and Ohio railroad to Parkersburg, would insure the construction of their main line from Guyandotte to Richmond. "We will not consent for others to travel 40 miles an hour, and *we in a line boat*." That is the spirit which is to build many a railroad in this country.

A convention was also held at Gaines, composed of delegates from the several towns and villages along the line of the *Ridge road*, from Lockport to the city of Rochester, inclusive, on the 6th day of November, 1845, pursuant to notice, and in accordance with a call from a committee appointed at a former meeting, the Hon. Alfred Babcock was appointed president, and Gen. Abner Hubbard, of Murray, and Wm. W. Ruggles, Esq., of Gaines, secretaries.

"The object of the convention being stated by W. W. Ruggles, which was to adopt such measures as might be deemed expedient for prosecuting the construction of the railroad from Niagara falls to Rochester, and some appropriate remarks being made by him, he closed by introducing to the convention C. B. Stuart, Esq., of Rochester, the engineer of the company, who addressed the convention in a very able and lucid manner; showing the importance of the road, by connecting the Great Western railway, through Canada

West, from the Niagara river to Detroit river, with the Auburn and Rochester railroad at Rochester; thus perfecting the last important link, on a direct line, to the great chain of railways from the Atlantic, at Boston, to lake Michigan. He also presented, in an impressive and convincing manner, the superiority of railroads over every other mode of travel or of transportation.

"The convention was addressed by Hon. H. Gardiner, of Lockport; Hon. A. Ward, of Albion; and Hon. L. Clark, of Lockport. Mr. Clark, in a masterly manner, addressed the farming interest, which was largely represented by a numerous attendance of the landholders along the line of the Ridge road, who will respond in a spirit of liberality to his appeal."

Here are rival lines. This is one of the difficulties which will often interfere with the progress of meritorious works. The "Ridge road" formerly had several flourishing villages at intervals, some of which, and perhaps most of them, were depopulated by the location of the canal a short distance south, upon which new villages sprung up. A railroad along the "Ridge" would in some measure restore the old villages. Hence the rivalry. Both are so feasible, that the question may turn upon the superior influence of the canal route—it being the custom of the day to give unto those who have an abundance, and withhold from those who have not. The gentlemen of the "Ridge" must therefore be moving if they also do not intend to go on "a line boat."

Railroad Meetings.

The following notice of the proceedings of a meeting held at Niagara Falls is taken from the Lockport "Democrat." It is a movement in the right spot. Let them persevere.

At a public meeting held pursuant to notice, at the Cataract House, in the village of Niagara Falls, on the evening of the 10th instant, Hon. Augustus Porter was called to the chair, and H. W. Clark appointed secretary.

After some appropriate remarks, Maj. C. B. Stuart moved that a committee of five be appointed to draft resolutions for the consideration of the meeting.

The chair appointed the following gentlemen: S. De Veaux, G. W. Holley, P. Whitney, A. H. Porter, and E. P. Graves.

Judge De Veaux from the committee on resolutions, reported the following, which were unanimously adopted:

Resolved, That we view with deep interest the efforts now making to forward three of the greatest enterprises in the way of public improvement that have as yet been entered upon in this country—the formation of a railroad from Rochester to Lockport, which will complete the railroad communication from the Genessee river to the falls of Niagara—in connection with this railroad, a railroad and carriage bridge across the Niagara river, and from thence through Canada, a railroad to the Detroit river.

Resolved, That in the opinion of this mee-

ting, the stock of the railroad to Rochester must prove a profitable investment, that the pleasure travel during the summer season to the falls of Niagara constitutes the very best portions of the business of the railroads west of Albany; and the railroad from Rochester to this place cannot fail of securing a large share of that business. People when visiting the falls will go no round-about way to them, if there is a direct route.

Resolved, That, should the great Western railroad from Detroit through Canada, terminate at the falls of Niagara, it will evidently subserve a greater number of interests, as well as afford a larger accommodation to the public than any other terminus that has been spoken of. 1st. the traveller will secure a view of the attractive scenery of this country—when at the falls, he will be at a point from whence various routes diverge. The Queenston railroad will take him to Queenston, and to the steamboats upon lake Ontario, to Chippeway, and from thence the steamboats to Buffalo—or crossing the Niagara, he will have his choice by railroad to Buffalo, and on eastward—by railroad to Lewiston and thence by steamboat, or direct through Lockport by railroad, to the city of Rochester.

Resolved, That the practicability of a bridge across the Niagara river at some point between old fort Schlosser and Lewiston landing, is not to be doubted: and if built will form an object of curiosity of not much less interest than the falls; an accommodation to the inhabitants and to travellers, and a source of profit to the owners.

Resolved, That we consider the location of a bridge across the Niagara river, a subject to be decided by those who build it, or the owners of the stock; and that it is inexpedient to distract the public mind with any question in reference to such location; but we will cordially unite with our fellow citizens on this side, and our neighbors in Canada, in endeavoring to obtain charters from the respective governments for a company to build such bridge.

Resolved, That we highly approve these proposed improvements, and will promote and encourage them, and recommend them to our fellow citizens as enterprises truly worthy of their support and patronage.

The meeting was then ably and eloquently addressed by the Hon. Lot Clark, of Lockport, and G. W. Holley, Esq., of Niagara falls, showing conclusively the vast advantages that would accrue not only to the village of Niagara, but to the business and travelling public throughout the globe, should these improvements be carried to an immediate completion.

Upon motion, the chair appointed the following committee to confer with gentlemen in Canada relative to the bridge across the Niagara river:

G. W. Holley, Esq., S. De Veaux, Esq., Gen. Whitney, of Niagara Falls, Lot Clark, Esq., of Lockport, C. B. Stuart, Esq., of Rochester.

Upon motion adjourned.

Augustus Porter, Chairman; H. W. Clark, Secretary.

TRAVELLERS RAILROAD AND STEAM NAVIGATION GUIDE, ON THE CONTINENT.

List of Railroads Now Open on the Continent, and the Fares.

The Fares are in the Coins of each Country, and reduced into English Currency: th. shillings and pence; g. guilders, kreutzers and cents; fr. francs and centimes.

FROM	MILES	DESTINATION.	FIRST CLASS.	SECOND CLASS.
Aix-la-Chapelle	43	Cologne th.	2 6 0	1 15 4 6
Amsterdam	25	Utrecht g.	1 80 3 0	1 40 2 4
Amsterdam		Arnhem		
Antwerp	28	Brussels fr.	3 25 2 7	2 50 2 0
Antwerp	150	Cologne fr.	21 16 10	16 12 10
Antwerp	96	Lille		
Antwerp	107	Aix-la-Chapelle . fr.	13 50 10 10	10 50 8 5
Augsburg	39	Munich g.	3 6 0	2 12 4 5
Basel	86	Strasbourg fr.	13 95 11 2	10 60 8 6
Berlin	200	Dresden		
Berlin	53	Frankfort on O. th.	2 10 7 0	1 15 4 6
Berlin	140	Leipzig th.	5 15 16 6	3 20 11 0
Berlin	128	Magdeburg	4 20 14 0	3 5 9 6
Berlin	18	Potsdam th.	20 2 0	15 1 6
Berlin	90	Stettin		
Bonn	16	Cologne th.	15 1 6	10 1 0
Breslau	53	Oppeln th.	2 16 7 8	1 18 4 10
Brunswick	44	Hanover th.	20 2 0	18 1 10
Brussels	142	Cologne fr.	20 50 16 5	15 50 12 5
Brussels	59	Valenciennes . fr.	6 4 10	4 75 3 10
Budweis	64	Lintz g.	3 5 0	2 3 4
Carlsruhe	21	Baden g.	1 30 2 6	1 1 8
Carlsruhe	48	Offenbourg . . . g.	3 18 5 6	2 12 3 8
Dresden	60	Leipzig th.	2 8 6 10	1 8 3 10
Dresden	134	Magdeburg		
Dusseldorf	18	Elberfeld th.	25 2 6	18 1 10
Frankfort O.M.	21	Mainz g.	2 6 3 6	1 27 2 5
Frankfort O.M.	26	Wiesbaden . . . g.	2 42 4 6	1 48 3 0
Hague	47	Amsterdam . . . g.	3 65 6 1	2 45 4 1
Hiedelberg	14	Mannheim . . . g.	51 1 5	30 0 10
Leipzig	33	Altenburg . . . th.	1 12 4 3	26 2 8
Mannheim	73	Baden g.	5 6 8 7	3 30 5 10
Mannheim	52	Carlsruhe . . . g.	3 18 5 6	2 12 3 8
Mannheim	93	Kehl g.	6 45 11 3	4 30 7 6
Mannheim	100	Offenbourg . . g.	6 33 10 11	4 24 7 4
Ostend	92	Antwerp fr.	9 25 7 5	7 5 7
Ostend	89	Brussels fr.	9 25 7 5	7 5 7
Ostend	169	Aix-la-Chapelle . fr.	19 50 15 7	15 25 12 2
Ostend	212	Cologne fr.	27 21 7	20 75 16 7
Paris	18	Corbeil fr.	3 2 5	2 40 1 11
Paris	75	Orleans fr.	15 12 0	12 60 10 1
Paris	84	Rouen fr.	16 12 10	13 10 6
Paris	5	St. Cloud . . . fr.	80 0 8	60 0 6
Paris	12	St. Germain . fr.	2 1 7	1 50 1 3
Paris	12	Versailles . . fr.	2 1 7	1 50 1 3
Rouen	84	Paris fr.	16 12 10	13 10 6
Vienna	40	Glognitz . . . g.	3 29 6 8	2 30 5 0
Vienna	120	Gratz g.		
Vienna	132	Olmütz g.	11 12 23 5	7 14 0

An Alphabetical list of the Distances, in English miles, of the Principal Towns from London, to which are added, those between some of the Continental Towns.

Abbeville	190	Frankfort O.M.	544	Moscow	1396
Aix-la-Chapelle	330	Frieburg	739	Naples	1450
Amsterdam	248	Gand	177	Neurenburg, from	
Arnhem	270	Geneva	1080	Frankfort O.M.	126
Baden-Baden	650	Gratz, fm. Vienna	120	Neurenbg, f. Leipzig	159
Basel	780	Hague	212	Offenburg	698
Berlin	644	Havre, by Brighton	137	Prague, fm. Vienna	196
Berlin fm. Hamburg	175	" by Southampton	198	Prague, fm. Frank-	
Bern	830	Heidelberg	589	fort O.M.	290
Bieberich	510	Kehl	684	Prague, fm. Dresden	94
Bonn	420	Leghorn	1240	Paris, by Brighton	241
Bordeaux, fm. Paris	346	Leipzig, fm. Frank-	157	Paris, by Southamp.	340
Breslau, fm. Berlin	202	fort O.M.	210	Rome	1380
Breslau, fm. Dresden	154	Liege	300	Rouen, by Southamp.	256
Brussels	250	Lyons, fm. Paris	290	Stuttgart	678
Carlsruhe	625	Mainz	517	Schaffhausen	790
Caub	485	Mannheim	571	St. Petersburg, f. Berlin	1060
Coblenz	458	Milan	942	Strasbourg, fm. Paris	285
Cologne	400	Milan, fm. Venice	200	Trieste, fm. Venice	319
Constance	820	Magdeburg f. Hambg.	157	Utrecht	230
Dijon, fm. Paris	318	Magdeburg f. Leipzig	74	Vienna, from Frank-	
Dresden, fm. Prague	94	Magdeburg f. Dresden	134	fort O.M.	437
Dusseldorf	368	Marseilles, fm. Paris	500	Vienna fm. Trieste	319
Elberfeld	388	Munich, fm. Frank-		Venice, fm. Milan	200
Emmerich	300	fort, O.M.	214	Wiesbaden	520
Florence	1160	Munich, fm. Vienna	276	Zurich	830

The direct Fares from London are at the following reduced rates.

From LONDON.	Via ROTTERDAM.		Via ANTWERP & from COLOGNE.		Via OSTEND and from COLOGNE.	
To the follow- ing places.	Out, or Single Journey.		Out, or Single Journey, Exclusive of Railroad Fares.			
	Chief cabin	Fore cabin	Chief cabin	Fore cabin	Chief cabin	Fore cabin
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Dusseldorf	2 16 6	1 18 11	.....	.....	.....	.....
Cologne...	2 18 6	1 19 10	.....	.....	.....	.....
Bonn...	2 19 9	2 0 6	2 3 3	1 13 3	1 11 5	1 5 8
Neuwied.	3 3 11	2 2 4	2 8 1	1 15 2	1 16 2	1 7 6
Coblenz.	3 4 11	2 2 10	2 9 0	1 15 6	1 17 0	1 8 0
Bingen...	3 10 1	2 5 2	2 13 9	1 17 9	2 1 9	1 10 3
Bieberich.	3 11 1	2 5 9	2 15 3	1 18 5	2 3 2	1 10 11
Wiesbaden	3 11 9	2 6 4	2 16 0	1 19 0	2 3 9	1 11 6
Mayence.	3 11 4	2 5 10	2 15 5	1 18 6	2 3 5	1 11 0
Mannheim	3 15 6	2 8 8	2 19 6	2 1 4	2 7 6	1 13 10

Children under 10 years of age, half price; for dogs, half the price of fore cabin is charged; on carriages, and horses booked in London direct for the Rhine, a considerable reduction is also made.

Agents--General Steam Navigation Company.

Rotterdam, W. Smith, and Mr. P. A. Van Es.	Brussels, W. Middleton.
Cologne, J. Simonis.	Paris, F. Spiers.
Aix-la-Chapelle, J. A. Mayer.	Havre, P. Albrecht.
Spa, Dommartin.	Rouen, Company's Office.
Antwerp, C. Breughnuy.	Dieppe, D. L. Chapman.
Ostend, St. Amour.	Boulogne, W. Hughes, Dellatre.
Gand, I. Van Aken.	Calais, A. Spiers.
	Hamburg, G. Delaval.

In the month of October the Housatonic road received \$15,637, an increase of 30 per cent. on that month of last year. The old debts are paying off, and its new rail is laying down, so that a portion will be in readiness for winter service, and a safe line of transit from New York to Albany via Western railroad.

A CARD.

THE SUBSCRIBER, EDITOR AND PUBLISHER of the Miners' Journal for the last sixteen years, has been engaged, for the last year in collecting the materials for a work, for which he has secured the copy right, in the following words:—"A history of the Anthracite Coal Trade of Schuylkill and the adjoining Counties, Geological and Statistical, accompanied with Maps of the different Regions, the Improvements, Investments, Capacity, etc., embracing a complete and authentic history to the present time, to which will be appended a Synopsis of the Iron Trade."

It is our intention to embrace everything of interest in the work, connected with the trade, up to the beginning of the year 1846, prepared and arranged with a view of continuing the publication, at periods of five or ten years, with such additions as the

increased trade will warrant. These branches of trade have assumed an importance which will warrant such a publication; and he feels confident, that with the proffered aid of several gentlemen and the statistics already in his possession, he will furnish the public with a work, which, if not one of the most interesting in its details, it will be of great value to those engaged and interested in these branches of business.

As soon as the Maps, etc. are prepared, and some idea can be formed of the probable expense of publishing the work, proposals will be issued for the same. All the tracts of Coal land will be designated on the Map of the Schuylkill Coal Region, which will accompany the work.

Pottsville, Nov. 13, 1845. BENJ. BANNAN.

NEW YORK AND ERIE RAILROAD Company. The Stockholders of this company are hereby notified that an instalment of Five dollars on each share of the new stock, on which not more than five dollars has been paid, is required to be paid at the office of the company, No. 50 Wall street, on or before Wednesday, the 10th day of December next. By order of the board of Directors. NATHANIEL MARSH, Secretary.

New York November 5, 1845.

N.B. Subscribers at or near Newburgh are requested to make payment to Thomas C. Ring, Esq. Cashier of the Powell Bank.

RAILROAD IRON.—THE "MONTGOMERY" Iron Company, Danville, Pa., is prepared to execute orders for the heavy Rail Bars of any pattern now in use, in this country or in Europe, and equal in every respect in point of quality. Apply to MURDOCK, LEAVITT & CO.,

Corner of Cedar and Greenwich Sts.

WESTERN AND ATLANTIC RAILROAD. The Western and Atlantic Railroad is now in operation to Marietta, and will be opened to Cartersville, in Cass county, on the 20th of October, and to Coosa Depot, (formerly known as Borough's) on the 20th of November.

The passenger train will continue, as at present to connect daily (Sundays excepted) with the train from Augusta, and the stage from Griffin.

CHAS. F. M. GARNETT.

Chief Engineer.

NOTICE IS HEREBY GIVEN THAT the New York and Harlem Railroad Company intend to apply to the Legislature of the State of New York, at the ensuing session thereof, for an amendment to their charter, authorizing them to pledge their property and franchise for the purposes of extending their road from its present termination to the city of Albany, and for other purposes. Dated Nov. 20th.

BOSTON AND MAINE RAILROAD.

Upper Route. Boston to Portland via, Charlestown, Somerville, Malden, Stoneham, South Reading, Reading, Wilmington, Ballardvale, Andover, North Andover, Bradford, Haverhill, Atkinson, Plaistow, Newtown, Kingston, East Kingston, Exeter, South Newmarket, Newmarket, Durham, Madbury, Dover, Somersworth, South Berwick, North Berwick, Wells, Kennebunk, Saco and Scarborough.

Winter Arrangement, 1845 & 6. On and after Monday, October 20th, 1845, Passenger Trains will run daily, (Sundays excepted,) as follows, viz.

Leave Boston for Portland at 7 $\frac{1}{2}$ a.m. and 2 $\frac{1}{2}$ p.m.
Leave Boston for Great Falls at 7 $\frac{1}{2}$ a.m., 2 $\frac{1}{2}$ p.m. and 3 $\frac{1}{2}$ p.m.
Leave Boston for Haverhill at 7 $\frac{1}{2}$ a.m., 2 $\frac{1}{2}$ p.m. and 5 p.m.
Leave Portland for Boston at 7 $\frac{1}{2}$ a.m., and 3 p.m.
Leave Great Falls for Boston at 6 $\frac{1}{2}$ a.m., 9 $\frac{1}{2}$ a.m. and 4 $\frac{1}{2}$ p.m.
Leave Haverhill for Boston at 6 $\frac{1}{2}$ a.m., 2 $\frac{1}{2}$ p.m. and 11 a.m., and 6 $\frac{1}{2}$ p.m.

Special Train.—A special train will leave Boston for Andover at 11 $\frac{1}{2}$ a.m., and Andover for Boston at 3 $\frac{1}{2}$ p.m.

The Depot in Boston is on Haymarket Square.

Passengers are not allowed to carry Baggage above \$50 in value, and that personal Baggage, unless notice is given, and an extra amount paid, at the rate of the price of a Ticket for every \$500 additional value.

CHAS. MINOT,

October 20, 1845. 43 ly Super't.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 1 $\frac{1}{2}$ to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,

ja5a3 Albany Iron and Nail Works, Troy, N. Y.

TO IRON MANUFACTURERS. THE Subscribers, as Agents of Mr. Geo. Crane, of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.,

ja45 No. 4 South Front st., Philadelphia, Pa.

MACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, a45 Paterson, N. J., or 60 Wall street, N. York

FOR SALE AT A SACRIFICE.—A LOCOMOTIVE Engine, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine. 2 8-horse " " "

1 Upright Hydraulic Press.

All of which will be sold low, on application to

T. W. & R. C. SMITH.

Founders and Machinists,

May 1846 Alexandria, D. C.

GEORGIA RAILROAD. FROM AUGUSTA TO ATLANTA—171 MILES.

This Road in connection with

the South Carolina Railroad and the Western and Atlantic Road now forms a continuous line of Railroad of 360 miles from Charleston to Cartersville, two miles west of the Etowa River in Cass County.

Rates of Freight, and Passage from Augusta to Cartersville.

On Boxes of Hats, Bonnets, and Furniture

per foot..... 15 cts.

" Dry goods, shoes, saddlery etc., per 100 lbs. 85 "

" Sugar, coffee, iron, hardware, etc. " 70 "

" Flour, bacon, mill machinery etc. " 33 $\frac{1}{2}$ "

" Molasses, per hogshead \$9; salt per bus. 22 "

Passengers \$9 50; children under 12 years of age and servants, half price.

Passengers to Atlanta, head of Ga. Railroad, \$7.

German or other emigrants, in lots of 20 or more, will be carried over the above roads at 2 cents per mile.

Goods consigned to S. C. Railroad Co. will be forwarded free of commissions. Freight payable at Augusta. J. EDGAR THOMPSON,

Ch. Eng. and Gen. Agent.

Augusta, Oct. 21 1845.

*44 ly

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS,

ja45

Reading, Pa.

GEORGE VAIL & CO., SPEEDWELL IRON Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 1 $\frac{1}{2}$ in. to 2 $\frac{1}{2}$ in. thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective Iron and Brass Castings of all descriptions.

ja45ly

TO RAILROAD COMPANIES AND MANUFACTURERS of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,

ja45 N. E. cor. 12th and Market sts., Philad., Pa.

NORWICH AND WORCESTER RAILROAD. On and after May 22, 1845, Trains will leave as follows, viz:—

Accommodation Trains, daily, except Sunday. Leave Norwich, at 6 a.m., and 4 $\frac{1}{2}$ p.m. Leave Worcester, at 10 a.m., and 4 $\frac{1}{2}$ p.m.

The morning train from Norwich, and the morning and evening trains from Worcester, connect with the Boston, Western, and Hartford and Springfield railroads.

New York Train, via Steamboat. Leaves Norwich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 5 $\frac{1}{2}$ p.m., daily, except Sunday.

New York Train, via Long Island Railroad.—Leaves Norwich about 3 p.m., for Worcester and Boston, daily, except Sunday. Leaves Worcester for Norwich and New York, at 7 $\frac{1}{2}$ a.m., daily, except Sunday, and arrives in Norwich at 9 $\frac{1}{2}$.

Freight Trains. Daily, except Sunday.

Fares are less when paid for Tickets, than when paid in the cars.

EMERSON FOOTE,

32 ly

Superintendent.

LAWRENCE'S ROSENDALE HYDRAULIC Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Floors and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by JOHN W. LAWRENCE,

142 Front street, New York.

Orders for the above will be received and promptly attended to at this office.

32 ly

SUMMER ARRANGEMENT—FARE REDUCED.

By the Great Southern Mail Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburg, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21; whereby the traveller saves \$4 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21; Baltimore to Weldon \$10; Baltimore to Petersburg \$7 50; Baltimore to Richmond \$7.

Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 3 $\frac{1}{2}$ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12 $\frac{1}{2}$ to 1 p.m.; arrive in Petersburg, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m.

Passengers by the above line will arrive at Richmond by 11 $\frac{1}{2}$ o'clock p.m. and Petersburg, Va. by 2 $\frac{1}{2}$ o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p.m.; arrive in Baltimore at 2 $\frac{1}{2}$ p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboat.—Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore.

STOCKTON & FALLS.

BOSTON AND PROVIDENCE RAILROAD.

Passenger Notice. Winter Arrangement. On and after Monday, Nov. 3, the Passenger

Trains will run as follows:

For New York—night line, via Stonington.—Leaves Boston every day, but Sunday, at 4½ p.m.

Accommodation trains, leave Boston at 8 a.m. and 3½ p.m., and Providence at 8 a.m. and 3½ p.m.

Dedham trains, leave Boston at 9 a.m. 3, 5½ and 10 p.m. Leave Dedham at 8 and 10½ a.m., and 4½ and 7 p.m.

Stoughton trains, leave Boston at 12 m. and 4 p.m. Leave Stoughton at 8:20 a.m. and 2½ p.m.

All baggage at the risk of the owners thereof.

N.B. The last train to and from Boston and Dedham, will be omitted in case of a severe snow storm. W. RAYMOND LEE, Sup't. 31 ly

BRANCH RAILROAD AND STAGES CONNECTING WITH THE BOSTON AND PROVIDENCE RAILROAD.

Stages connect with the Accommodation trains at the Foxboro' Station, to and from Woonsocket. At the Seekonk Station, to and from Lonsdale, R. I. via Pawtucket. At the Sharon Station, to and from Walpole, Mass. And at Dedham Village Station, to and from Medford, via Medway, Mass. At Providence, to and from Bristol, via Warren, R. I.—Taunton, New Bedford and Fall River cars run in connection with the accommodation trains.

NEW YORK AND ERIE RAILROAD

LINE. For Middletown, Goshen, and intermediate places. Two daily lines each way, as follows:

For passengers, the new, and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted,] at 7½ o'clock, A.M., and 5 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6 A.M., and 4½ P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets.

H. C. SEYMOUR, Superintendent. Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghamton, Owego, Port Jervis, Honesdale, Carbondale, etc.

On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc., etc. 31 ly

BALTIMORE AND SUSQUEHANNA RAILROAD.

The Passenger train runs daily except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 6½ p.m. Arrives at York at 12½ p.m., and leaves for Columbia at 1½ p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62½. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg. Baltimore to Pittsburg.—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket office daily, Sundays excepted, at 3½ p.m. for Cockeysville, Parkton, Green Springs, Owings' Mills, etc.

Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at 9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and following day via any passenger train.

D. C. H. BORDLEY, Sup't. Ticket Office, 63 North st. 31 ly

DAVIS, BROOKS & CO., 30 WALL ST.

Have now on hand and for sale, 200 tons 2½ x 1 inch Flat punched Rails, Bars 18 feet each.

100 tons Heavy Edge Rails, 90 tons per mile.

30 tons 2½ x 1 inch Flat Rails.

Also—A STEAM PILE DRIVER, built by "Dunham & Co." which has never been used, and cost originally \$5000. 320 2m

BALTIMORE AND OHIO RAILROAD.

MAIN STEM. The Train carrying the Great Western Mail leaves Bal-

timore every morning at 7½ and

Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, connecting daily each way with—the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5½ P. M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.

WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 5½ P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances. 313 ly

CENTRAL RAILROAD-FROM SAVANNAH TO MAON.

Distance 190 miles. This Road is open for the transportation of Passengers and Freight. Rates of Passage, \$8 00. Freight—

On weight goods generally... 50 cts. per hundred. On measurement goods..... 13 cts. per cubic ft.

On brls. wet (except molasses and oil).....\$1 50 per barrel.

On brls. dry (except lime).... 80 cts. per barrel.

On iron in pigs or bars, castings for mills, and unboxed machinery..... 40 cts. per hundred.

On hhds. and pipes of liquor, not over 120 gallons.....\$5 00 per hhd.

On molasses and oil.....\$6 00 per hhd.

Goods addressed to F. WINTER, Agent, forwarded free of commission. THOMAS PURSE, 40 Gen'l. Sup't. Transportation.

LEXINGTON AND OHIO RAILROAD.

Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m.

Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1 25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above. 35 ly

KEARNEY FIRE BRICK. F. W.

BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to

James P. Allaire, } New York.
Peter Cooper, }
Murdoch, Leavitt & Co. }

J. Triplett & Son, Richmond, Va.
J. R. Anderson, Tredegar Iron Works, Richmond, Va.

J. Patton, Jr. } Philadelphia, Pa.
Colwell & Co. }

J. M. L. & W. H. Scovill, Waterbury, Conn.
N. E. Screw Co. } Providence, R. I.
Eagle Screw Co. }

William Parker, Supt. Bost. and Worc. R. R.
New Jersey Malleable Iron Co., Newark, N. J.
Gardiner, Harrison & Co. Newark, N. J.

25,000 to 30,000 made weekly. 35 ly

RAILROAD IRON AND FIXTURES.

The Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO., 30 Wall st., N. York.

NEW YORK AND HARLEM RAILROAD COMPANY.—Winter Arrangement.

On and after Monday, November 3d, the cars will run as follows:

Leave City Hall for Harlem (125th street,) Morrisiana, Fordham, Williams' Bridge, Hunt's Bridge, Underhill's Road, Tuckahoe, Hart's Corners, and White Plains—7:30 and 10:30 a.m., and 1 and 3:30 p.m.

Extra trains for Yorkville, Harlem, Morrisiana, Fordham, and Williams' Bridge, leave 27th street 7 a.m. for Williams' Bridge. Leave City Hall 9 a.m. (to Harlem only) and 11:30, 2:30, and 4:30 p.m. for Williams' Bridge.

Leave White Plains for City Hall—8:10, 11:10 a.m., and 1:45, 4:10 p.m.

Leave Tuckahoe for City Hall—8:20, 11:20 a.m., and 1:55, 4:20 p.m.

Leave Williams' Bridge for City Hall—7:45, 8:45, 11:45 a.m. and 12:45, 2:15, 3:45, 4:45, and 5:45 p.m.

Leave Morrisiana for City Hall—8:10, 9:10, and 10 a.m., and 12:10, 1:10, 2:40, 4:10, 5:10, and 6:10 p.m.

The freight train will leave City Hall at 12:45 p.m. and leave White Plains at 11:10 a.m. All freight must be at the City Hall between the hours of 10:30 a.m. and 12:30 p.m. The White Plain trains will stop, after leaving the City Hall, only at the corner of Broome street and the Bowery, Vauxhall Garden and 27th street.

An extra car will precede each train, 10 minutes before the time of starting from the City Hall, and will take up passengers along the line.

The City Hall and 27th street line will run every 6 minutes from 7:30 a.m. to 8 p.m.

The City Hall and 27th street night line will run every 20 minutes from 8 to 12 o'clock.

On Sundays the trains will be regulated according to the state of the weather. 1y 46

THE LONDON RAILWAY RECORD.

Edited by Mr. JOHN ROBERTSON, A. M., (connected from the commencement with the Weekly Railway press of England.)

The Railway Record is acknowledged to be the leading English Railway Journal, and is published twice a week in London, namely on Wednesday and Saturday. It contains copious and correct reports (by special reporters) of all railway meetings in the United Kingdom; ample Share Lists and Traffic Tables, showing the length, cost, capital and selling prices in the principal markets, with Editorial articles on the leading Railway topics of the day. The Railway Record contains also, a complete resume of French, Belgian and other foreign Railway affairs.

Subscriptions 13s. per quarter, to be transmitted in advance to Messrs. Dawson and Sons, Cannon st. London. Office 153 Fleet street, London. 46

BOSTON COURIER, DAILY, SEMI-Weekly and Weekly.

The Daily edition of the Courier, presents to merchants and others, an extensive medium of advertising. The circulation of the Semi-Weekly Courier (published on Mondays and Thursdays) is believed to be more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the Daily, the Foreign and Domestic Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The Weekly Courier contains as much of the matter of the daily as can be crowded into a sheet of the same size, without ship news, prices current or advertisements.

Our extions to obtain and publish authentic information on all topics proper for the columns of a newspaper,—the state of trade, the prices of merchandise, the current news of the day, and the political movements in the various sections of the country—will not be abated. The marine department of the Courier has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to maintain its reputation in this respect.

TERMS OF SUBSCRIPTION. For the Daily Courier, for one year, in advance \$8.00 For the Semi-Weekly Courier, for one year.. 4.00 For the Weekly Courier, for one year..... 2.00

JOSEPH T. BUCKINGHAM. EBIN B. FOSTER.